

AUTOMOBILE NEWS AND GOSSIP

AUTO CLUB MAPS ATLANTA ROUTE

The Best Virginia Road Is the Shenandoah Valley Turnpike.

NINETY-FOUR MILES LONG

One of the Interesting Points of the Journey Is Monticello, the Historic Home of Jefferson.

The best road in Virginia is the Shenandoah Valley Turnpike, ninety-four miles in length, extending from Winchester, near the northern border of the state, to Staunton, in the "Heart of Virginia." The Bureau of the Automobile Club of America has compiled a map and recommends the tour described below, after an investigation by one of the Club's Pathfinder Cars.

Winchester, Va., is the gateway from the North for central and southern parts of the state and for other more southern states, the Carolinas, Georgia and Florida.

One route that may be used from New York goes through Newark, Summit, Park Hill, German Valley, N. J., Easton, Reading, Gettysburg, Pa., and Hagerstown, Md.

The better route from New York goes by way of Philadelphia and Lancaster to Gettysburg, where it connects with the Reading route. From Philadelphia, there is a route through Wilmington to Baltimore, thence by way of Frederick, Maryland, and Harpers Ferry to Winchester, or one may go from Baltimore to Washington, thence running to Frederick, Maryland, choosing either the Hagerstown route or the Harpers Ferry route to Winchester.

The Shenandoah Valley Pike extends some ninety-four miles from Winchester to Staunton, and is in splendid condition the entire distance. At Burkettown-on-Pike, eighty miles from Winchester, there is an interesting side trip to the Grottoes of the Shenandoah, which is well worth the taking. The road from Burkettown is good macadam for the seven-mile run to Grottoes, where there are some remarkable stalactite and stalagmite formations in Weyer's Cave and the Cave of the Winds. The latter is a cavern carved by nature in the solid rock, the perfect representation of a dashing current suddenly caught by electric lights. The stalactites, which hang from the ceilings and passages.

After returning to the Valley Pike turn south and run to Hot Springs, Va. White Sulphur Springs, W. Va., Natural Bridge, Roanoke and Charlottesville. This is the trip on the trip to Charlottesville, the home of the University of Virginia; Monticello, famous as the home of Thomas Jefferson, is also located there.

Trip to Charlottesville.
Leaving Staunton, the road runs directly across the Shenandoah valley. The ascent of the Blue Ridge Mountains is made through Fishersville, Waynesboro and Basic City to Afton.

A mile and one-half from Afton, there is a mountain house, 2,000 feet above sea level, from which a fine view of Piedmont valley may be seen. This is a famous apple country, the Albemarle-Piedmont having a name-wide reputation.

Now go through Valley Mills, Mechum and Birdwood, over graded clay roads to Charlottesville.

The University of Virginia was founded here in 1819, mainly through the efforts of Thomas Jefferson. The Jefferson estate, Monticello, is about three miles from the city; its grounds are open to the public, but the interior of the building may be seen only upon the invitation of the owner. Jefferson's grave is in a small burying ground not far from the house.

Col. Peter Jefferson, father of Thomas Jefferson, acquired the tract of land, on which the house is built by patent. Thomas Jefferson began to build his magnificent residence in 1770, and it was not completed until 1802. The interior arrangements are considered remarkable, having been planned by Jefferson himself, reflecting his unique sense of the Jefferson residence from the Presidency in 1800, his fortunes were very much involved, and the property was sold shortly after his death in 1826.

Hospitality His Rule.

Monticello was a passion with Jefferson, and it was his home and his desire lavishly to entertain his visiting admirers from all parts of the world which ruled him and threw the property into other hands after his death. The whole country around Charlottesville is rich in the memories of the colonial, revolutionary and civil war periods, and the traveler may hear, at the fireside of many of the old homes, the tragic stories of "61."

The Road to Richmond.

After a visit in Charlottesville, good dirt roads, somewhat dependent upon weather conditions, run through Keswick, Clamont, Trevilians, Louisa, Cuckoo, Montpelier, Goodall and Glen Allen to Richmond.

The stone house is to be seen in which Washington and his staff had their headquarters for a time during the revolution.

is available unless dry weather prevail. Another course that may be followed if the country is limited, is to follow the good gravel road through Seven Pines; some sandy stretches will be found on the way to Williamsburg, from which point there is a good shell road through Newport News to Old Point Comfort, where the boat may be taken for New York.

New Bonds to Atlanta.

Richmond is fortunate in being located on the Washington-Atlanta demonstration highway. This road has been greatly improved and can be used at any season without difficulty. A large amount of money has been appropriated by the various counties through which this road passes.

From Richmond the road follows through Petersburg, Dinwiddie, Skilton, Boydton, Clarksville, then across the Virginia-Carolina State line and through Oxford, Durham, Raleigh, capital of North Carolina, Smithfield, Fayetteville, Kafford, Montrose and Aberdeen to Pinehurst.

Pinehurst is located in a region that has a fine dry climate during the winter months. Golf, tennis and riding are the popular sports, and there is some excellent shooting on the 4,000-acre private preserve. For the motor enthusiast there is a network of over 1,000 miles of excellent roads.

From Pinehurst good sand-clay roads lead through Jackson Springs, Rockingham and across the Great Pee Dee River to Cheraw.

Atlanta Roads Improved.
From this point it was formerly necessary to go by way of Darlington and Bishopville to Camden. A more direct road is now available owing to improvements which have eliminated some of the worst roads on the entire Washington-Atlanta road. Good sand-clay roads then lead through Lenoir to Columbia, the capital of South Carolina. This is a beautiful country, and the road is well shaded and there are several parks and resorts which have eliminated some of the worst roads on the entire Washington-Atlanta road. Good sand-clay roads then lead through Lenoir to Columbia, the capital of South Carolina. This is a beautiful country, and the road is well shaded and there are several parks and resorts which have eliminated some of the worst roads on the entire Washington-Atlanta road.

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In 1807 Aaron Burr was tried for treason, and Richmond was the scene of the legal battle in which the famous figures of the American Bar took part. It was during the course of this trial that Chief Justice Marshall issued a subpoena, directing President Jefferson to appear as a witness. The President refused to obey the order.

JEFFERY "SIX" SETS NEW MARK

Operating Cost Is Less Than One-half a Cent a Mile.

RECORD FOR ECONOMY

Never Seen Before in Car of This Size—Machine and Passengers Weighed 4,100 Pounds.

An operating cost of less than half a cent a mile for gasoline was the surprising result of an official test made by the Chicago Automobile Club with a six-cylinder Jeffery. The car, with its passengers weighed no less than 4,100 pounds. The fuel consumption, according to Chairman F. E. Edwards and Harry A. Tarrant, of the technical committee of the club, was 23.7 miles to the (American) gallon of gasoline, which is the equivalent of 34.4 miles to the British or "imperial" gallon.

Such wonderful operating economy has never before been attained with any, except cars much smaller in size. Indeed, there are few, if any, small cars of less than one-half the weight that can consistently equal this record. Previously it has been tacitly assumed that such qualities as distinction, class, comfort and luxury, the attributes of the more pretentious cars, were always associated with high initial cost and almost prohibitive operating expense. But here was such a car, costing only \$1,650, with the fuel economy of a miniature automobile.

Good Roads Chosen.
The test was made without the knowledge of the manufacturer of the car. Instead, it was conducted in the interest of the maker of the Stromberg carburetor, which was used in the demonstration. Besides fuel economy, the accelerating power, flexibility and hill climbing ability of the machine were also determined by the demonstration.

Good roads were chosen for the fuel test, 55 test gasoline being used, the fan kept running and the clutch kept slipping only when traffic made it necessary. The dash adjustment of the car was disconnected throughout the run. Only one gallon of gasoline was used, the automobile being kept running until all of the fuel was exhausted. In the acceleration test the car was driven from a standing start to thirty miles an hour in 12.4-5 seconds. The flexibility of the machine was demonstrated by speeding it from forty to forty-four miles an hour on the high gear. Traffic conditions prevented greater speed than this. Up Hubbard's Hill the car progressed from a standing start at the bottom to fifteen miles an hour at the top, on high gear. With a flying start this was increased to twenty miles an hour.

Small Motor Used.
These phenomenal results were obtained with the 1915 model of the Jeffery Chesterfield "Six," in which was followed the European practice of using a comparatively small though highly efficient four-stroke motor. The Jeffery six-cylinder motor has a 3-inch bore and a 5-inch stroke. It is a French type improved by the ingenuity of American mechanics and designers. Its wonderful economy and power as shown by this test are a triumph for the Jeffery engineers. Silverton cord tires were used in the demonstration, while the mileage was recorded by a Stewart speedometer.

The Coombe-Howard Company, whose salesroom will be located at Vermont avenue and H street northwest, is the new Jeffery agent in Washington.

Motorcycles in Argentina.
A great many American motorcycles are being used in the country districts of Argentina.

BEST FEATURES GO UNOBSERVED

Oldsmobile Factory Manager Tells of the Silence Devices.

EXPLAINS DETAILS OF "4"

If Latest Improvements of This Car Were Removed Owners Would Know Soon, He Says.

"There are features of the modern automobile the owner does not even know exist," declares E. Ver Linden, factory manager of the Oldsmobile, "although some of them contribute materially to his comfort and enjoyment, and were they removed their absence would be detected at once."

Illustrating his assertion Ver Linden cites certain details of the Oldsmobile light four which have to do with creating silence. A rubber collar almost entirely hidden from view, he observes, prevents a brake "pull rod" from striking against the front cross member of the frame and producing a rattling noise. A metal cap over the top of the motor, the purpose of which perhaps would not reveal itself to the layman, silences any noise which might be produced by the action of the valves, and renders the motor distinctly quieter than the ordinary types of "L" or "T" head engines. Braces underneath the front fenders re-enforce them and eliminates any tendency to vibrate and produce a drumming sound. Spiral gears completely concealed from sight in the quarter line of the top hold fast the front end of the motor result in doing away with the humming noise common to most timing gears. Glove fasteners in the quarter line of the top hold fast the edges of the top and keep them from flapping in the wind.

Door Slamming Is Impossible.
Rubber bumpers inconspicuously placed in the door strips make impossible the noisy slamming of doors. Strips of anti-squeak felt distributed throughout the body at proper points—between the body and the frame along the entire face of the dash where it joins the body and where the metal panels of the body are fastened to the body ribs—exterminate troublesome body squeaks. Pillow springs in the upholstery, cross-rod and spring hangers, and a leather surface on the bonnet ledge and radiator flange, free the bonnet from any tendency to rattle.

"For the most part these are hidden details and few owners in the ordinary course of events would discover their existence, yet that they are important to the enjoyment of motoring," concludes Mr. Ver Linden, "no one would attempt to gainsay."

Milwaukee's Motorcycle Show.
Riders of Milwaukee, Wis., will this year be given the opportunity of viewing the new motorcycle models in an exhibit of the Milwaukee Motorcycle Club, and it is planned that the show will be the largest of its kind ever held in the States, with the exception of the annual display at Chicago. The exhibit will be held in the Auditorium under the auspices of the Milwaukee Motorcycle Club, and the dealers and accessory people have pledged their hearty support. Tentative dates of the display are February 28 and 27.

Reports Ford Sales.
Miller Brothers report the sale of Ford cars during the past week to the following: Touring cars, E. C. Adams Co., W. H. Beavers, H. G. Machen, M. K. Parker, Loebe, No. 27, A. G. McClinton, J. L. Price, Mrs. L. O'Neill, Millard Thomas, Runyon, Washington, Asphalt Block and Tire Company, Rudolph & West, Wells Fargo & Co., W. W. Bridge, Delivery wagons, C. E. Ebel, G. F. Muth, N. H. Prosser, Co. (2), J. H. M. Grader, Co., W. G. Neumeier.

Argo Delivered.
The Smith Motor Sales Company delivered an Argo to H. G. Smith, of South Hill, Va., last week. This company will have its showroom open evenings for the next week and will have on display several of the Argo and the new 1915 Detroit.

Janke Describes 300-Mile Race.
Irving Janke, winner of third place in the Savannah 300-mile classic, was guest of honor at a recent meeting of the Milwaukee Motorcycle Club. He gave the club a vivid description of the Savannah race.

CADILLAC OUTPUT INCREASING

Half Million Dollars' Worth of New Equipment Now Working.

Production is rapidly increasing at the Cadillac Motor Car Company plant, according to General Manager W. C. Leland. "When we had developed the eight cylinder engine up to a point where we felt absolutely sure of our ground and making our reputation on it," said Mr. Leland, "the most gigantic part of the task was still before us."

"Notwithstanding our equipment, amounting in value to more than \$5,000,000, it was quite inadequate for the production of the new car."

"Practically every single part of the new car called for new machinery, new fixtures and new tools for its making. Of course, much of the former equipment could be utilized by redesigning and rebuilding, yet the new equipment has involved an investment of more than \$500,000."

"When it is considered that after we finally decided to bring out the eight-cylinder car, it was then necessary to design, manufacture, install and get into working order, hundreds of new automotive machines, together with literally thousands of special fixturing, considerable labor, and the task was not a small one."

"We now have many parts ready to assemble for more than 5,000 cars. There were a few parts, which while they have been coming through in fair quantities, were not enough to make maximum production possible. But all new machinery is now here and installed. About 5,000 men are employed. Some departments are working with a day and night shift, and we are looking forward to a full production schedule in a short time."

At the fifteenth annual national automobile show in Grand Central Palace, January 2-9, there will be noted some decided progress in the matter of lighting systems for motor cars. The development of these features of the automobile industry has been truly startling during the past few seasons. The serene light of little more than a dozen years ago was reliable and serviceable. But it was more or less mussy and never gave sufficiently brilliant illumination. The entrance of acetylene gas as a lighting agent, following the commercial production and distribution of acetylene carbide, gave the lighting problem a new phase.

Night Driving Pleasant.
Night driving became a pleasure because the road ahead could be made almost as light as day. Five lamps of the new type, which became modified and the balance oil lamp. Then came illumination by storage battery current and side lamps and tail lamps that were about 1906 that the first American automobile was fitted with an electric head lamp driven by the ignition system in a car, a system which became modified and improved up to a point where nowadays no manufacturer would attempt to market automobiles without an electric lighting system with current supplied either by storage battery or by a motor driven generator, and the majority provide for an engine supplied by a motor driven generator.

Especially in the enclosed vehicles to be exhibited at the show will the lighting feature be a most important one. They are more beautifully illuminated inside than a railway car. Overhead lights for general lighting, corner lights for reading or other study, and lights that turn on as the door opens and show one where to place his foot without stumbling, trouble bulbs on the side of a portable car, and a powerful separate battery; single lights which indicate to other street users which way the car will turn, gauge lights, and last, but not least, beam lights, powerful searchlights—all these will be seen on the new cars.

Dimmed Lights Possible.
With a view to making motoring more safe, and at the same time increasing the pleasure of motoring, the new cars are providing systems which make possible the dimming of one's headlights upon approaching a vehicle coming in the opposite direction on an unlighted country road. It is not only unpleasant, but dangerous to pass a car whose headlights are so bright that they blind the driver. The day is coming when dimming one's headlights will be considered an act of ordinary courtesy, just as today a motorist is considered a careless driver who does not splash vehicles and pedestrians whom he happens to be passing. Most of these headlight dimming devices are really simple in construction and add very little complication to the car's mechanism.

Car for Fire Chiefs.
The Henderson-Rowe Company will deliver 100 motor cars to the District of Columbia fire department three regular stock royal mail chevrolet roadsters, which have been equipped with electric lighting and starting and electric Klaxon horns. The cars are specially finished in the fire department red and striped and lettered in gold. One is for the use of the fire marsh and the others for the second and third battalion chiefs.

Motorcycles at Exposition.
Arrangements are being made for a number of motorcycle exhibits to be held on the Panama-Pacific Exposition's mile track during the fall of 1915. The one-mile, two-mile, five-mile, ten-mile, twenty-five-mile and 100-mile championships for amateurs and professionals will probably be run at that time. Plans are also under way for a motorcycle tour from New York to San Francisco, to be undertaken next spring.

Exhibits Koehler Truck.
At the Crescent Motor Company, 1408 Fourteenth street northwest, is being shown the Koehler one-ton truck. Mr. H. Frost, the factory representative, will be here for several weeks to give any one who will call to inspect the truck all information desired. It is made with a wagon body, without top, to sell at \$750 and with top at \$790, and also a dump wagon at \$875.

Collects Army Mail.
Among the many uses made of the motorcycle in the armies of the warring nations, is that of collecting the mail. Mounted on sturdy two-wheeled carriers, army professionals are gathering in the letters from the improvised mail boxes and then delivering them to the stations.

Motorcycle Loss Would Raise Cost.
"Abandoning the use of motorcycles would mean doubling the forces in the departments in which they are used," is the declaration of H. C. Morris, general manager of the Gas Company, of Dallas, Tex. The Gas Company uses motorcycles in its inspection, distribution, and collection departments.

Water Company Uses Motorcycles.
Employees of the Pennsylvania Water Company, of Pittsburgh, use motorcycles to go to small reservoirs for inspection of distribution mains, service lines and hydrants, and for answering hurry calls when a break is discovered.

Joins Camel Class.
Membership in the motor camel class is claimed for the Studebaker "Four" Roadster of Rev. Father John J. Marysville, Kans., which used just a pint of water in traveling 1,170 miles, carrying Father Hall about his parish.

Hendrick Delivers Franklins.
The David S. Hendrick Company, local agents for the Franklin, reports the following deliveries: A "6-30" roadster to J. H. Patten and "6-30" touring cars to G. W. Hill and H. C. Stout, representative from Montana.

WORLD'S LIGHTS POINT PROGRESS

Charles E. Duryea Discusses Evolution of Illumination System.

NEW DEVELOPMENT DUE

At Fifteenth Auto Show in Grand Central Palace Will Be Seen Many Improvements.

By FRANCIS LAVELLE MURRAY.

From Automobile Builder.
One of the noticeable points of difference between the civilized man and the savage is that the civilized man makes use of artificial lighting. The artificial illumination and progress seem to move hand in hand. Settlements become towns, and gas illumination or electric lights are installed, and these towns become cities. Homes, places of business, and all vehicles which move about the streets make use of artificial lights. Progress never stops, but it continues to move, and so in lighting there has been progress.

At the fifteenth annual national automobile show in Grand Central Palace, January 2-9, there will be noted some decided progress in the matter of lighting systems for motor cars. The development of these features of the automobile industry has been truly startling during the past few seasons. The serene light of little more than a dozen years ago was reliable and serviceable. But it was more or less mussy and never gave sufficiently brilliant illumination. The entrance of acetylene gas as a lighting agent, following the commercial production and distribution of acetylene carbide, gave the lighting problem a new phase.

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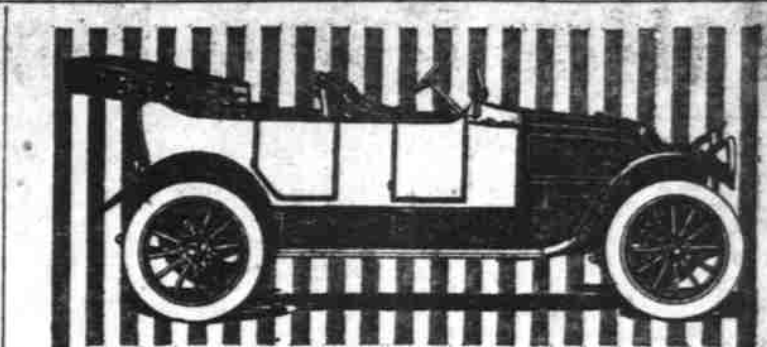
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Enjoy Winter Driving!

THE Franklin is the only automobile in this country with the direct-air-cooled engine. Cannot freeze. Needs no blanketing. No bother with anti-freeze mixtures.

That's why it's the one car that folks really like to drive in the winter time. Several other features too, that you will not find in the ordinary car—Franklin shock-absorbing wood sill, extra size tires, full-elliptical springs.

Very special—we can deliver yours before Christmas if you order now.

See Thirty Franklin Touring Cars, 2750 lbs., \$2150

David S. Hendrick Co., Inc.

1026 Conn. Ave. Franklin Exclusively

DE PALMA IS BOOKED IN BIG AUTO EVENT

Great Race Driver Fourth on Entry List in Indianapolis Classic.

Indianapolis, Ind., Dec. 12.—With the contest yet six months away, four entries are already lined up for the next Indianapolis classic race, the last to be staged by the Indianapolis Motor Club. The driver being Ralph De Palma, American road racing champion, with his Grand Prix Mercedes. Through his backing, E. C. Johnson, De Palma made entry this week, desiring to be as close to the head of the list as possible, because of the Hooper elimination trials, which take place in the inverse order of nomination each year.

Though defeated at Corona, De Palma has great hopes of capturing the Indianapolis classic, since, out of all the machines that raced in the Western contest, his was practically the only one conforming to the new 600-mile specifications. Measuring well under 300 cubic inches, the limit prescribed by the speedway management, and tested in over 1,800 miles of actual racing, he thinks it is ideally suited for the task.

One thing seems certain, and that is that De Palma will go to the post a popular favorite. In point of speed, manliness, and victories alike he stands unexcelled among American drivers. Of the triumphs the following are the most noteworthy: 1912, Santa Monica Light Car Race, Mercer; Elgin National Trophy Race, Mercedes; Elgin Free-for-All, Mercedes; Vanderbilt Cup, 300 miles, Mercedes; 1913, Cobe Trophy, Elgin, Mercer; 1914, Vanderbilt Cup, Santa Monica, Mercedes; Elgin National Trophy, Mercedes; Cobe Trophy, Elgin, Mercedes.

HEARNE LAUDS CARBURETOR.
Gives Driver of Case Car Praise to Hayfield Device.

When Eddie Hearne drove his speedy Case car eight miles in six minutes and twenty-two seconds at San Antonio, Texas, recently, defeating a large field, he won the last big circuit circular track race of the season.

How critical is the interest in racing in this country, can be seen from the fact that during the last season this same car was used in 30 races, totaling close to 1,000 miles of actual speed competition.

In the telegram received by Findelson & Knopf from Hearne himself, the latter speaks gratefully of the work which the Hayfield carburetor did for him throughout the season. It was used in all the 29 races and never gave the slightest trouble.

Appointed Rayfield Agent.
Irvin T. Donohue has been appointed Washington distributor for Rayfield carburetors and Spartan horns. He will maintain a service station for the carburetors.

Soldiers to Ride Motorcycles.
It is said that a motorcycle corps will be added to the garrison at San Antonio, Tex.

ATTENTION STRAP-HANGERS

Do You Realize that You Can Ride in

The ARGO Car "EVERY MAN'S CAR"

—for Less Than You Spend in Car Fare and Always Have a Comfortable Seat?

Come in and talk it over. We will be open every evening this week.

\$295 or with Top and Windshield \$320

Smith Motor Sales Co.

1823 14th St. North 5461

Also Ask to See the 1915 Detroit.



This bridge, spanning